

# What Is the Carl Moyer Program?

Since 1998, the Carl Moyer Program has provided funding to encourage the owners of diesel engines to go beyond regulatory requirements by retrofitting, repowering, or replacing their engines with newer and cleaner ones. While regulations continue to be the primary means to reduce air pollution emissions, the Carl Moyer program plays a complementary role to California's regulatory program by funding early and /or surplus NOx and PM emission reductions.



This is the 17th year of the Carl Moyer Program and \$23.0 million is available for FY 2014-2015 for project awards within the South Coast AQMD's four-county jurisdiction. If more funds become available by the time of awards approval, more projects will be awarded up to the total amount of funds available.

# Who Is Eligible?

Any Mobile Source project, public or private, that results in cost-effective PM and/or NOx reduction that is not subject to current regulations or within three years of a regulatory compliance deadline is eligible. Projects must operate 75% of the time within the South Coast AQMD boundaries. To be eligible for Carl Moyer Program funds, projects must meet the criteria described in the 2014 Carl Moyer Program Guidelines and all current Carl Moyer Program Advisories. Projects must be in compliance with CARB Off-Road or On-Road Diesel Regulations (see website links listed inside), meet the cost-effective threshold of \$17,720 per weighted ton of total reduced emissions, and be fully operational and completed prior to May 19, 2017.



South Coast  
Air Quality  
Management District  
21865 Copley Drive  
Diamond Bar, CA 91765-4178



RETURN SERVICE REQUESTED



South Coast  
Air Quality  
Management District



# Carl Moyer 2015

Financial Incentives for Purchasing  
Lower-Emission Heavy-Duty Engines

Application Deadline  
June 3, 2015 -1:00 pm





## Carl Moyer Program Overview

The Carl Moyer Program fills a critical niche in California's strategy to achieve clean air, and has been a successful and popular air quality incentive program. In its first 16 years, the Carl Moyer Program has provided \$340 million to fund the clean-up of 9,000 engines and equipment, resulting

in about 22 tons per day of oxides of nitrogen (NOx) and 1.1 ton per day of particulate matter (PM) emission reductions throughout South Coast AQMD.

## What Types of Projects Qualify for the Carl Moyer Program (CMP)?

The specific project categories identified for funding under the SCAQMD's 2015 CMP solicitation are:

- On-Road Heavy-Duty Vehicle new or used replacement projects are limited exclusively to zero-emission technologies, except for emergency vehicles, such as fire apparatus including, but not limited to, pumpers, ladder trucks, and water tenders. Vehicles that exceed the reduction levels currently required by law are eligible; however, at this time no engines have been certified to these levels.
- Off-Road Heavy-Duty Equipment with propulsion engines greater than 25 horsepower. This category includes, but is not limited to, construction equipment, agricultural tractors, cargo handling equipment, marine engines, shore power and locomotive equipment.
  - Construction equipment projects fall into three distinct categories: (a) repower with an emission-certified engine, (b) retrofit with a verified-diesel emission control strategy, and (c) equipment replacement.
  - Cargo handling equipment electrification projects operating at a seaport or intermodal rail yard in trade corridors. This applies to rubber-tired gantry (RTG) cranes projects either upgrading or replacing existing diesel-powered cranes with a zero-emission power system.
  - Marine vessel project types include engine repower, engine retrofit and new purchase.
  - Shore power projects within port locations must be surplus to the CARB's Shore Power Regulation and approved on a case-by-case basis.
  - Locomotive projects for new locomotives and replacement engines must be certified to Tier 4 standards.



## How Is the Size of a Carl Moyer Program Grant Determined?

The Carl Moyer Program grants are based on the cost-effectiveness and the emission benefits of the project.

## How Will Proposals Be Evaluated?

All proposals will be evaluated based on their cost-effectiveness and their Disproportionate Impact Score; fifty percent of funding will be directed toward disproportionately impacted areas that are evaluated on poverty level, PM exposure and/or air toxics exposure. For further information, please see Program Announcement PA 2015-07.

## When Are Proposals Due?

All project proposals must be received no later than 1:00 p.m. on Wednesday, June 3, 2015. Faxes or other electronic submittals will not be accepted.



Funding		
Category	Minimum Amount <sup>1</sup> (\$ millions)	Cost-Effectiveness \$/ton
On-Road		
(A) Vehicles <sup>2</sup> (Including Emergency Vehicle)	3.0	17,720
Off-Road		
(A) Marine/Shore Power	6.0	17,720
(B) Construction	5.0	17,720
(C) Locomotives	7.0	17,720
(D) Cargo Handling Equipment (Electrification only)	2.0	17,720
<b>TOTAL</b>	<b>23.0</b>	

<sup>1</sup> In case of oversubscription in these categories, greater funding may be recommended.

<sup>2</sup> Due to the California Air Resources Board's 2010 New Diesel Engine Emission Standards (0.20 g/bhp-hr NOx and 0.01 g/bhp-hr PM) that took effect on January 1, 2010, on-road new purchase projects are limited exclusively to zero-emission technologies that still result in generating surplus emission reductions.

## Website Links to CARB Rules That Affect CMP Eligibility

(Please check the appropriate website to determine if your project is subject to CARB's regulation and compliance dates)

- On-Road Private (truck and bus) - [www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm](http://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm)  
Public/Utility Fleets - [www.arb.ca.gov/msprog/publicfleets/publicfleets.htm](http://www.arb.ca.gov/msprog/publicfleets/publicfleets.htm)  
In-Use Off-Road (C.I. eng.) - [www.arb.ca.gov/msprog/ordiesel/ordiesel.htm](http://www.arb.ca.gov/msprog/ordiesel/ordiesel.htm)  
Harbor Craft - [www.arb.ca.gov/ports/marinevess/harborcraft.htm](http://www.arb.ca.gov/ports/marinevess/harborcraft.htm)  
Cargo Handling Equipment - [www.arb.ca.gov/ports/cargo/cargo.htm](http://www.arb.ca.gov/ports/cargo/cargo.htm)  
Shore Power - [www.arb.ca.gov/ports/shorepower/shorepower.htm](http://www.arb.ca.gov/ports/shorepower/shorepower.htm)

## Schedule of Carl Moyer Program Workshops:

(Attendance at a program workshop is recommended, but not mandatory.)

### General Workshops

Wednesday, April 15, 2015

10 a.m. to Noon

[SCAQMD Headquarters](#), Room CC-2

21865 Copley Drive

Diamond Bar, CA 91765

Wednesday, April 29, 2015

10 a.m. to Noon

[SCAQMD Headquarters](#), Room CC-2

21865 Copley Drive

Diamond Bar, CA 91765

## Marine Vessels/Shore Power/CHE Electrification Workshop

Tuesday, May 05, 2015

10 a.m. to Noon

[Port of Los Angeles Board Room](#)

425 South Palos Verdes Street

San Pedro, CA 90731

### Additional Workshop Information

Information for other workshops will be available at  
[www.aqmd.gov/Moyer](http://www.aqmd.gov/Moyer)



## For More Information:

### Heavy-Duty On-Road Vehicles/ Emergency Vehicles

Ashkaan Nikravan - (909) 396-3260  
[anikravan@aqmd.gov](mailto:anikravan@aqmd.gov)

### Compression Ignition Off-Road Equipment

Frank Motavassel - (909) 396-2152  
[fmotavassel@aqmd.gov](mailto:fmotavassel@aqmd.gov)

### Cargo Handling Equipment/ Electrification

Greg Ushijima - (909) 396-3301  
[gushijima@aqmd.gov](mailto:gushijima@aqmd.gov)

### Locomotives

Connie Day - (909) 396-3055  
[cday@aqmd.gov](mailto:cday@aqmd.gov)

### Marine Vessels

Mark Coleman - (909) 396-3074  
[mcoleman@aqmd.gov](mailto:mcoleman@aqmd.gov)  
Von Loveland - (909) 396-3063  
[vloveland@aqmd.gov](mailto:vloveland@aqmd.gov)

### Shore Power

Greg Ushijima - (909) 396-3301  
[gushijima@aqmd.gov](mailto:gushijima@aqmd.gov)